

river of the Amur; Blagoveshchensk with the important Lenin Dockyard at the mouth of the Zeya; and Khabarovsk at the beginning of the lower course of the Amur. 396

In the machine industry the construction of transportation machinery in especially large plant installations is in the foreground. The railroad workshops of Ulan-Ude, Chita, Khabarovsk, and Ruzhina near Vladivostok serve to supply and maintain the railroads; all of these workshops are large installations. The most important of these is the plant for the construction of locomotives and railroad cars in Ulan-Ude. It constitutes an entire section of the city, which, according to a Soviet report, has three times as many inhabitants as all of Ulan-Ude (Verkhne Udinsk) before World War I. Since at that time the city had approximately 15,000 inhabitants, approximately 45,000 persons must be connected with this plant in some fashion. This also corresponds to the importance of the plant which is competent to supply the railroads not only of the Far East but also of all east Siberia. According to the plant's projected capacity, it is supposed to be in a position to deliver 2,000 passenger cars and up to 12,000 freight cars a year in addition to an undetermined number of locomotives. The other large railroad workshops mentioned above are in a position to repair locomotives and to overhaul them completely and also to a limited extent to build railroad cars. The base for motor vehicle production lies in Khabarovsk, which in the "Kaganovich Plant" has the largest installation of this type in the Far East. Airplane factories exist in Khabarovsk and Vladivostok. In contrast to the industry for transport machinery, the construction of agricultural machinery is distributed among a large number of places. Only Khabarovsk has a large plant. 397

In the building materials industry, with progressive industrialization, the need for modern building materials grew so much that a bottleneck has arisen here. Numerous small brick works and lime kilns must first be created, which are scattered over the vast areas and which in each case satisfy the local needs. A mechanized large brick-works was brought to life in the city itself for the building up of Komsomol'sk. The need for cement which is especially great had to be covered for the most part by other regions in the Soviet Union /179/ up to the beginning of World War II. 398

Up to 1937 there were in the Far East only two cement factories, which were in Spassk north of Vladivostok. Production here in the same year was 164,000 tons. By 1942 this production had already reached 525,000 tons. In this output the production of the cement 399

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The city of Vladivostok itself is very narrow in the overall installation. It encloses the "Golden Horn" and also stretches along Amur Bay. A section of the city also lies on the northern end of Russkiy Island opposite the entrance into the "Golden Horn." The hills rising quickly from the coast give an almost southern appearance to the view of the city with its rows of houses rising on the slopes. The main streets as a rule run parallel to the coast. The secondary streets are often so steep that they can be traveled only with difficulty. In contrast to the narrowness of the city and the tasteless apartment houses and business houses crowding the city, the varied, green surroundings, which are decorated by numerous, beautifully situated summer houses, appear especially pleasant. Russians constitute the overwhelming majority of the population, but the percentage of Chinese and Koreans is very significant. In 1926 there were 23,400 Chinese, 7,000 Koreans, and 600 Japanese in a total population of 107,000. The Chinese as a rule are unmarried and work by preference as harbor workers.

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Vladivostok is not only a harbor city, but it also has developed into an industrial city. In first place here is the fish industry, which, however, is not concentrated solely in the city but rather is distributed over many localities in the immediate and more distant environs of the city. The fish industry is occupied predominantly with the canning of fish and crabs. Numerous fishing collection points along the entire southern coast supply the material. The most important localities lie on bays or on islands. The most important places are Nakhodka, where a railroad line from Suchan ends, Sarubino, and the islands of Popova, Reineke, and Putyatin. In second place is the wood industry, which processes valuable deciduous trees and supplied wood products such as matches, veneer sheets, and furniture. In addition, the city also has flour and rice mills, leather factories and soap boilers.

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Vladivostok has great importance as a naval harbor and a shipyard, especially for naval ships. There is in addition a plant for constructing airplanes. An oil refinery supplements the entire industrial and transportation economy. Among the numerous scientific institutions in Vladivostok, the branch office of the Academy of Sciences is especially prominent. It has an important share in the exploration of the Far East.

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Apart from this fish industry, which is distributed among numerous localities along the coast, the area around Vladivostok is also rather richly equipped with other industrial installations. Among